
BUSINESS NOTICES

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BIRTHS.

MAIN.—On September 15, 1920, at Shanghai, to Mr. and Mrs. S. Duncan Main, a daughter.
BAKER.—On July 19, 1920, at Victoria, B.C., to Mr. and Mrs. F. W. Baker, late of Shanghai, a daughter.

MARRIAGE.

JOHN—TWIGG.—On September 17, 1920, at Shanghai, Arthur Lewis (Chinese Postal Service), eldest son of Mr. J. W. H. John (Customs Statistical Department), and the late Mrs. John May, eldest daughter of Mr. and Mrs. P. O'Brien Twigg, Shanghai.

DEATHS.

WESTBROOK.—On September 17, 1920, at the Isolation Hospital, Shanghai, Mrs. Annie May Arnold Westbrook, aged 33 years.
SCOTSON.—On September 17, 1920, at Shanghai, James Scottson, aged 41 years.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, WEDNESDAY, SEPT. 22, 1920.

COAL STRIKE TALK.

The method of Reuters in cabling snippets of a controversy, little typical bits of argument, the picturesque or more striking parts of day to day procedure, does not tend to clarify our ideas. An intelligent and impartial summary would help. In particular, we should be told the real issues, and just what it is that is in dispute.

It seems to be the fact that the present trouble is an old one. It seems, though it has not been made clear for us in the telegraphic news, that nationalization is still the real issue on which the parties are joined.

The demand for a two shilling increase of pay is only a part of demands which are calculated to keep nationalization of coal mines so far.

It is important that we should not forget the Bankery Commission, which stayed off a strike previously mentioned. The Majority Report of that Commission, appointed by the Government, was in favour of nationalization, and it was not opposed by the Government. Neither are we for or against the

nationalization of coal, we must recognize that here we have a grievance not unlike that felt by employers when the workers fail to abide by the result of arbitration, or like that of the Australian people, when Mr. Hughes refused to accept the decision of the first referendum against conscription. There is a natural hardening in such cases. The coal miners are more determined on nationalization than ever.

Incidentally, they are also turned more toward the notion of "direct action." If the Government itself goes against constitutional lines, by disregarding a decision won thereon, it can hardly expect with honesty any astonishment at other action by the miners. The miners now believe in "Direct Action—in getting your own way by the use of special powers, just as the government does by "Dora"—but they have not yet converted the other Trades Unions, and so have to go it alone. This explains the present tedious negotiations, which full consciousness of power would probably have brushed aside long ago.

Meanwhile, the Government's Ministry of Mines Bill, the official answer to the nationalization proposal, forces them into the field. It is a declaration of war on the original issue. They refuse to work it, and in so doing are accused of "direct action." In opposition to Parliament? This weakens their case, when badly presented, so far as public sympathy is concerned. Their leaders are not without the tactical sense, however, and it is tactics which account for the miners' present insistence on the reduction of the price of coal to the consumer.

The surplus profits of the controlled mines are estimated at sixty-six millions sterling. The Government proposed to hang on to this surplus, as representing what they might have claimed as excess profits duty had the mines not been under government control. The miners to this have said no; they insist that it should be divided between themselves and the consumers—a shrewd move. They could not decently ask for the lot, and to propose the return of the lot in rebates to the consumer would have been too plainly a political move—theoretically reserved for the parliamentary battlefield. But if the Government does not believe in permanent nationalization, they say it has no right to the

profits of temporary (war time) nationalization—a fairly logical point. They realize that they can gradually force nationalization by making private ownership unprofitable, by progressive pressure of wages on profits. Hitherto every increase of wage has been put on the consumer, but it is recognized that the consumer's limit has arrived.

We cannot accept the argument of the *Manchester Guardian* that this oblique political attack is improper, or that a question like nationalization is for the nation to decide. Much of the nation could not decide it. All the rest of the nation wants is coal at a reasonable price, for national and private consumption. Given that it has no further interest, whereas the miners and the mine-owners have an abiding and preponderant interest. Those who are against nationalization say, without knowing, that it would not pay, that it would mean dearer coal. Those who are for it say the opposite, and how far they know or don't know must be estimated by themselves. However, the time has long gone by for wasting time on discussions of whether the miners ought or ought not to do what they are doing. The point is that they are doing it, and if they succeed, they will prove their case by success. The Government, in any case, is not to be admired, for it retains enough control to represent partial nationalization, while throwing a sop of private profit to its friends the owners, and meanwhile trying to hoodwink the public into the belief that it stands firm on the principle of constitutional decision as against direct action. It is to be hoped that sooner than force upon the nation the evils of a strike it will surrender the sweets of office and "go to the country." Being shrewdly aware that if it goes there it will be allowed to stop there, our hopes are but small.

BOOZE.

Having written about beer, which is not booze, let us now do our duty and write of the deplorable drinking habits of the people. In America, the pioneer of prohibition, it is not easy to learn what the conditions are. We get side by side the witness who declares that since prohibition he has seen more drunken men than ever before, and the witness who says in his wrath that he will leave the country because it is impossible to get a drink. They cannot both be right.

In Russia, where they banished vodka, we see only too well what happened. They became drinkers of blood. In France, the absence of absinthe has probably only led to increased indulgence in other liquors. In Germany—but German beer makes no difference either way. At home we have statistics, terrible statistics. A Blue Book just published asserts that the tide of war-time temperance has ebbed, and that the convictions for drunkenness in England and Wales in 1919 were 57,948, as against 29,075 in 1918, an increase of 99.3 per cent. That this figure is less than half the total for 1915 and previous years is not stressed by the teetotal agitator. The figures show the effect of war-time restriction, and of reaction following:

1914	183,828
1915	135,611
1916	84,191
1917	46,410
1918	29,075
1919	57,948

In March 1919, four months after the Armistice, the more severe restrictions on the sale of drink were relaxed. The evening hours were prolonged, and next the morning and afternoon hours were increased. In June the "no treating" order was rescinded. But the number of public houses was heavily decreased, and this led to an increase in the number of drinking clubs. It may yet be shown that the undesirable reaction was largely due to temperance legislation. There were 16,040 fewer licensed houses in 1919 than in 1904. In 1919, 498 licences were extinguished, with compensation; but there was an increase of over 900 clubs.

The official report says: "Some of the circumstances or causes—which operated at different times, in different ways, and in different degrees in different districts—may be stated as follows: There were more men at home, and fewer of them in khaki, more policemen (and those less over-worked) available for street duty, more hours for drinking, more (and stronger) liquor, more light in the streets, more money, more leisure, less self-control, less appreciation of the fact that drunkenness matters now the war is over, less readiness to realize that the progress towards general sobriety was during the war ought to be carried on in peace-time, and lack of adequate equipment for driving that point home."

Now, that is one way of looking at it. The offenders may have more money and more leisure, as

well as less self-control, and that such laudable sentiments. Let us for the sake of the argument adopt them. For instance, we probably know more law than half the lawyers in Hongkong; we are not making money fast enough in journalism; and we have "a right to earn a living." Because we have not served an apprenticeship to the law, that should not stand in the way of our practising at the local bar.

Again, nearly every man we meet seems to know more about disease and medicine than the doctors do. They have a right to earn a living, maskee apprenticeship. Why shouldn't the Taikoo sugar boiler who tells us what is the best thing to take for our aggravated cerebral atrophy, be allowed to charge doctors' fees?

Every man is entitled to earn a living, whether he has been trained in the precise way of the past or not. Why shouldn't we have the late Mr. Hutchinson's job? Or Professor Middleton Smith's? The *Telegraph* argument is capable, as you see, of extensive application.

On the whole, however, we are not serious in our support of it. We have lost too well what happens in our own trade, journalism, as a result of taking on every man who has a right to earn a living, regardless of training, apprenticeship, or even of capacity. No, no, son. The argument cannot stand. Try again; and next time, don't let your anxiety to suck up to the losses blind you to the easily ascertainable fact that there is more in Trades Unionism than your young and innocent mind has so far grasped.

THE FRENCH PRESIDENT.

Sherlock Holmes and the editor conversed.
"I am writing about the President of France, M. Deschanel," said the editor. "You will have seen that his resignation is talked of?"
"Yes."

"I shall say what a disappointment this must be to our French friends."

"I shouldn't," said Sherlock. "Deduce that he is unpopular." "Unpopular?" The editor was frankly amazed. "Not any sign of that in the French Press," he said. "You do not read intelligently," calmly replied the great ratiocinator.

"How?"
"You read of his fall from a train?"
"Certainly."

"Well, didn't you notice that they then provided him with an aeroplane?"

ARGUMENT.

The words "every man has a right to earn a living" caught our eye in the *Kindergarten Press*, and thinking that the children were at last beginning to have ideas, we read the article in which they occurred. It appeared last evening. It was entitled "Home Labour Conditions," and it revealed at the outset that the youngster believed that in a Tory colony it would be safe to disapprove of Trade Unions. It referred to "foolish Trade Unions rules," and hinted that there is a rule which "prevents men and women from earning a livelihood." This, observed the sententious infant, is "distinctly how-like grown-ups the dear children talk sometimes. We were next told that the miners "are already one of the most highly paid class of workers," but not that their job is one of the most arduous, unpleasant, dirty, and dangerous—worse, for instance, than journalism. Then we learned, for it was news to us, that there is "some hard and fast Trade Union rule," which prevents "thousands of ex-service men" from getting a job. We wondered what it could be. As a Trades Unionist we wondered what it could possibly be. Then we found out. "They are not allowed to learn the trade of 'housing,' of 'skilled builders.' That's too bad. Also it is too bad that this restriction of the number of builders' apprentices will allow her competitors to seize a little more of Britain's overseas market." The houses we send overseas are—but no matter. Let us get to the beautiful point, the illuminating conclusion. The acute little thinker deserves quoting. He prattles:

"There is room for the provision of work for all, if workers will only be content to co-operate with employers instead of always fighting them. By all means let the employees of every trade and calling receive adequate and even generous remuneration, but there must also be a realization that every man has a right to earn a living, whether he has been trained in the precise way of the past or not. Because a man has not served an apprenticeship should not stand in the way of his earning a livelihood, and if another man wants to turn out a certain quantity of work per hour, there should be no bar put on his effort. From the labour standpoint of industry this appears to be an age of restriction, whereas in fact it should have been an age of facilitation. How matters go now will make all the difference later on."

We are tempted to agree with such laudable sentiments. Let us for the sake of the argument adopt them. For instance, we probably know more law than half the lawyers in Hongkong; we are not making money fast enough in journalism; and we have "a right to earn a living." Because we have not served an apprenticeship to the law, that should not stand in the way of our practising at the local bar.

Again, nearly every man we meet seems to know more about disease and medicine than the doctors do. They have a right to earn a living, maskee apprenticeship. Why shouldn't the Taikoo sugar boiler who tells us what is the best thing to take for our aggravated cerebral atrophy, be allowed to charge doctors' fees?

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THE SMILE DID IT.

ARMED PIRATES MOLLIED.

A WEST RIVER ADVENTURE.

Ability to smile ingeniously and casually light a cigar when faced by a horde of armed Chinese on the West River on Wednesday last made a comedy of what might easily have been a tragedy.

Having been informed that as the result of a collision in the Fatsan Creek some eight miles distant a cargo junk had been sunk in the fairway, a customs official embarked in a launch and set out to find the wreck.

All efforts to find the wreck having failed, the official happened to notice a crowd of interested spectators on the bank. Accordingly, he directed the coxswain to make for the shore. Having climbed the bank on the launch's ladder the official was perturbed to find himself looking down the barrel of a rifle. Realizing that precipitate retreat or bluster would be equally unwise, he stood his ground and just smiled. "I do not know what I looked like," he subsequently declared, "but there it is, I just smiled while I extracted a cigar from my breast pocket and applied a light."

The rifle was lowered and the man behind the gun demanded to know the object of the stranger's visit. The story of the wreck elicited the statement that those on the bank knew nothing about the matter. It was then that the observant official became painfully aware that the whole crowd was armed. So he just smiled the most genial of smiles as he backed down the ladder into the launch. When safe in midstream he asked the coxswain who were the people on the river bank. The reply was, "Pirates!" The laconic hero of this little adventure then concludes: "We came home!"

PORT SAID.

QUARANTINE WORK.

LACK OF ORGANISATION.

An English doctor has been appointed to the quarantine staff at Port Said (writes a correspondent at the port). It is hoped that he will succeed in introducing some English ideas into the service, which is a byword for its lack of modern organization. There is an ample staff, and there is no possible excuse for detaining large and valuable ships for hours at a time waiting pratique. Local bills of health are treated with amusement at other ports, and the so-called "distinction" is a joke.

CAN YOU BEAT IT?

PIRATES MADE WELCOME.

HIRED TO ACT AS CITY GUARD.

"Can you beat it?" asks a correspondent who writes that at seven o'clock on Friday morning last a band of pirates—a thousand strong—crossed the Fatsan Creek and took possession of the city of Sal Nam. The entry of the city promptly spread no panic, for the pirates were welcome, feeding them and supplying them with money. Having put the Chamber of Commerce and other buildings at the disposal of their visitors the party then engaged them "at a price" to act as city guards!

SPECIAL CABLE

SINGAPORE TRAGEDY.

SIX MEN ASPHYXIATED.

CARGO FUMES FROM SHIP ASHORE.

[China Mail Special.]

SINGAPORE, Sept. 21.
Six men were asphyxiated aboard the "Altenburg" which is ashore near Fiddlers' Shoal yesterday through cargo fumes. The deceased comprised Jock Watt, the well-known shipwright of the Harbour Board, two French sailors, one French stoker, and two natives.

LOCAL AND GENERAL.

The water at Wuchow on Sept. 18 was 31 feet, and on Sept. 20, 42 feet.

While mooring on Sunday the "China" lost an anchor and 45 fathoms of cable.

Ice House Street from Queen's Road to Des Voeux Road is to be closed to motor traffic from to-day.

Lieuts. G. Curteis, E. H. O'Connor, R. F. Crawford, and R. H. Harvey have been appointed to the "Carlsberg."

Messrs. H. M. H. Nemazee and Co. are reported to have bought the ss. "Bendloch," from the Ben Line, for \$85,000.

The Naval medal has been awarded 2nd Cl. B. J. Dore of the "Carlsberg," 1st Cl. G. W. Seymour of the "Colombo."

The wedding is to take place in Hongkong shortly of Lt. B. L. Seton-Winton to Miss G. M. P. Dole. Both are of Kobe, Japan.

The death occurred at sea on August 5, of Capt. William George Legge, late of the China Merchants Steam Navigation Company.

It is officially announced that the F.M.S. Government proposes to redeem six per cent. F.M.S. War Loan at the date on which it is due, 1st May, 1921.

Cdr. Eugheer C. Palmer, D.S.C., Paymaster, Lt.-Col. H. L. Shaw, Lieut. H. A. Pelham, R. A. Boucher, R. Leeds, and D. L. Tufness, D.S.C. have been appointed to the "Hawkins."

Judgment was granted in H.M. Supreme Court in a claim by Messrs. Lane, Crawford, and Co. against L. G. G. Taylor for \$108 for goods supplied. Mr. Lucas, plaintiff's secretary, said the bill had never been presented because defendant left town immediately after contracting the debt. Plaintiff saw that he was in town for the interport cricket match and took that opportunity of suing him. Defendant was not represented in Court.

The Robinson Piano Co.'s store at Kuala Lumpur recently suffered considerable damage from fire and water. The result disclosed that the alarm had been given only just in time to avert a disastrous conflagration. As it was, boxes with many pianos inside were burned, the walls blackened, and the wooden beams of the ceiling were already charred. About a dozen pianos were damaged and practically everything else in the shop burned out except a few pianos, but these were drenched.

A telegram received in London from Manila by Messrs. Alfred Holt and Company reports the death of Captain J. W. Batchelor, O.B.E., a former well-known officer of the Liverpool Salvage Association. Capt. Batchelor retired from active service early in 1919 on account of health and proceeded to New Zealand to spend the winter months. He was on his way to Hongkong, and thence to Japan, when his death occurred. Captain Batchelor's son is resident in Japan. It was to visit him that the captain was proceeding to that country. Some weeks ago Captain Batchelor's daughter also left for Japan, the intention being that there should be a family reunion.

Mr. and Mrs. J. Ward Wilson, who are leaving Shanghai to-day for Hongkong en route to New Zealand on account of Mrs. Wilson's health, were amongst the pioneer band of missionaries who opened up the work in eastern Shantung about 30 years ago. Then the people were most hostile to the foreigner and tried in every way possible to prevent any one getting a footing in their midst, threatening with imprisonment and worse any one who dared rent their premises to the "foreign devil." Many and great are the changes they have lived to witness, and in a large measure to the tact, wisdom, and patience exercised by that first band of missionaries. Many regrets are expressed at their having to leave for health reasons, but their Chinese friends and foreigners, too, hope that after a few years in New Zealand they will be able to return to the scene of their labours to carry on the good work they have been doing.

THEATRE ROYAL.

THE BANDMAN CO.

A VOICE FROM THE MINARET.

In the Theatre Royal last night the Bandman Comedy Co., who have not been slow to win a high place in the favour of local theatregoers, gave further proof of their undoubted ability by the admirable manner in which they presented, "A Voice from the Minaret," a successful London play from the brilliant pen of Robert Hichens. The audience, though possibly not so large as on the two previous nights of the season, was none the less appreciative and gave frequent testimony to its enjoyment in warm encomiums.

The players again acquitted themselves with considerable credit. Mr. O. Twiss, in the difficult role of Andrew Fabian torn between conflicting desires to follow his chosen career of the Church and to sacrifice the conventional in the fulfilment of his love for a married woman, earned the highest praise. No less able were Miss Violet Blyth Frost, as the woman, linked to a cruel and unfaithful husband, who holds the love of Andrew in Damascus until the call to prayer—the voice from the minaret—calls him to the priesthood; Mr. Philip Carlton, as Father Elsworthy, friend and counsellor of Andrew over whom he exercises great influence for good; Miss Muriel Johnston, as the charming and effusive mother of Andrew; and Miss Beryl Barracough, as her friend and companion. Special credit is due also to Mr. Carl Lawson for his clever portrayal of the exacting pair of the boorish and insensible husband. To-night the Company will submit "General Post," a play written during the war but containing all the elements of a laughable comedy.

OBITUARY.

SIRGT. F. J. WITT.

DEATH FROM MALARIAL FEVER.

At the Military Hospital, Bowen Road, early yesterday morning, Sergeant Frederick James Witt, of the Wiltshire Regiment, died from malarial fever. The deceased took ill soon after coming off guard duty on Friday night, and was attended by the Garrison Medical Officer. On the following morning his condition becoming worse, he was removed to the Military Hospital, where in spite of everything that was done for him, his temperature increased until death occurred.

The deceased, who was 33 years of age, enlisted in the Wiltshire Regiment in October, 1914, as a private, and was promoted to the rank of Sergeant in 1916. At the outbreak of the War in 1914, he served with his regiment in France, and was taken prisoner the same year. He remained in Germany until the armistice when he was repatriated. He leaves a widow and two children, one of whom is only one month old. They are in the Colony and much sympathy will be felt for them in their bereavement. The funeral took place at Happy Valley yesterday evening with full military honours.

MR. JAMES SCOTSON.

DEATH AT SHANGHAI.

Shanghai papers record the death of Mr. James Scottson, for many years a prominent and popular resident of the Settlement.

A native of Manchester, deceased came to Shanghai about 16 or 17 years ago for a local piece of business. Later he started in on business of his own, as Messrs. James Scottson and Co. He was 41 years of age, and before coming to the Far East, was prominent in athletic circles in Lancashire, having played as an amateur footballer for Manchester City. On his arrival in the Settlement he continued his active interest in the winter game and played very many sterling games. He was also a keen golfer, a volunteer, and a member of the S. C. C.

Mr. Scottson was married and leaves a widow and family to mourn his loss, and to them the deep sympathy of many friends in the Settlement will be extended. Deceased only recently returned to Shanghai from a trip to Australia.

HONGKONG'S HEALTH.

NOTIFIABLE DISEASE.

RETURNS FOR THE WEEK.

One fatal case of enteric fever, of which the victim was a Chinese, was reported yesterday.

Last week, in addition to ten deaths from influenza, all Chinese, one death occurred from enteric fever, two cases of which, one British and the other Chinese, were notified. There were also two cases of diphtheria, one Portuguese, and one Chinese.

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FOR JAVA.

S.S. "SAMARANG MARU"Sailing on or about 10th October.

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Steamship Services Trans-Pacific.

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LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

ATLAS MARUTuesday, 28th Sept.

ARGUN MARUWednesday, 16th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.Tuesday, 2nd November

CANADA MARUWednesday, 11th October

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

SAIGON MARUMonday, 4th October

BURMA MARUMonday, 11th October

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to

the Zealand and Pacific Islands.Wednesday, 28th Sept.

KUNAJIRI MARUWednesday, 28th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo to and from U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARUMonday, 27th September.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.Beginning October.

HOBOLU MARUBeginning October.

NEW ORLEANS LINE.Monday, 8th November.

JAPAN PORTS—(Call Shanghai omit Yokohama).

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class cabin passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.Monday, 27th September.

TAKAO via SWATOW and AMOY.Thursday, 23rd September.

SOBU MARUThursday, 23rd September.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 74 and 715.

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"VICTORIA"Sailing Oct. 8th.

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FOR	STEAMERS	TO SAIL
HONGKONG	SHANGHAI	Sept. 22, at 9 a.m.
SHANGHAI	BURKING	Sept. 22, at 3 p.m.
MANILA, CEBU AND ILOILO	YANGTSE	Sept. 22, at 4 p.m.
MANILA, CEBU & ILOILO	YANGTSE	Sept. 22, at 4 p.m.
SHANGHAI AND TIENTSIN	YANGTSE	Sept. 22, at 4 p.m.
PAKHOI & HAIPHONG	YANGTSE	Sept. 22, at 4 p.m.
SWATOW & BANGKOK	YANGTSE	Sept. 22, at 4 p.m.
AMOY, SHANGHAI AND PUEOW	YANGTSE	Sept. 22, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	YANGTSE	Sept. 22, at 4 p.m.
SHANGHAI	YANGTSE	Sept. 22, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Steamers
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State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Bangkok (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.

THE ADMIRAL LINE

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ICONIUM"About Oct. 11th.

For NEW YORK.

"ELDEN"About Oct. 15th.

"CITY OF JOLIET"About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephone Nos. 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama.

S.S. "ELDEN"About 15th Oct.

S.S. "CITY OF JOLIET"About 15th Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephone Nos. 2477 & 2478. Fifth Floor, Hotel Mansions.

AGENTS. 5TH FLOOR. HOTEL MANSIONS.

THE ADMIRAL LINE

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ICONIUM"About Oct. 11th.

For NEW YORK.

"ELDEN"About Oct. 15th.

"CITY OF JOLIET"About Nov. 15th.

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FOR FREIGHT AND PARTICULARS APPLY TO:

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Telephone Nos. 2477 & 2478. Fifth Floor, Hotel Mansions.

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Telephone Nos. 2477 & 2478. Fifth Floor, Hotel Mansions.

AGENTS. 5TH FLOOR. HOTEL MANSIONS.

THE ADMIRAL LINE

SHIPPING

C. P. O. S.

HONGKONG to VANCOUVER

(Via Shanghai, Kobe, Yokohama, Seattle, Tacoma, Victoria, Vancouver)

STEAMERS

Empress of AsiaSept. 22, at 9 a.m.

Empress of RussiaOct. 21, at 9 a.m.

Empress of JapanNov. 9, at 9 a.m.

Empress of AsiaNov. 18, at 9 a.m.

Empress of RussiaDec. 18, at 9 a.m.

Empress of JapanJan. 13, at 9 a.m.

Empress of AsiaFeb. 10, at 9 a.m.

Empress of RussiaFeb. 10, at 9 a.m.

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Empress of JapanFeb. 10, at 9 a.m.

Empress of AsiaFeb. 10, at 9 a.m.

Empress

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, SUMBA, Ceylon, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ARIFA"	9,000	23rd Sept.	Singapore, Penang, Colombo, Rangoon, Aden, Port Said, Gibraltar, Marseilles & London.
"NANKIN"	6,900	30th Oct.	Marseilles, London & A. West.
"DUNER"	6,400	10th Oct.	Singapore, Colombo & A. West.
"KANGAR"	6,800	23rd Oct.	Marseilles, London & A. West.
"ALIPPA" (Cargo)	6,800	30th Oct.	Marseilles, London & A. West.
"NOVARA"	6,800	10th Nov.	Marseilles, London & A. West.
"NEL RE"	6,850	23rd Nov.	Marseilles, London & A. West.
"NO AL"	6,710	10th Dec.	Do.
"DEVANHA"	6,170	23rd Dec.	Do.
"SILVIA"	6,700	31st Dec.	Do.
"PLATON"	7,140	21st Jan.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	21st Sept.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANGAR"	6,800	23rd Sept.	Port Darwin, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
"DEVANHA"	6,170	23rd Oct.	Do.
"SILVIA"	6,700	31st Dec.	Do.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"DUNER"	6,400	31st Oct.	Shanghai only.
"KANGAR"	6,800	23rd Oct.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers may travel by P. & O. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. tickets Singapore to Colombo.
All cabins are fitted with Electric Fan & Hot Water.
Steamers carry ballast cargo and are not to be cancelled or altered without notice.
Parcel Messengers not more than 10 lbs. x 1 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents
for the arrival of consignments expected of which they have received document
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company and the Consignee's Surveyor. Goods damaged or lost at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the date of arrival here, after which date they cannot be recognized.
Claims will be admitted after the goods have left the Godown.
For further information, please apply to the Agents.
MACKINNON, MACKENZIE & CO.
Agents.
No. 78, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai &
Japan ports.
Cargo (overland) route via S. & N. in connection with Great Northern, Northern
Pacific and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Thursday, 23rd Sept., at 11 a.m.
TAIJI MARU ... Friday, 24th Oct., at 11 a.m.
(Quitting Keelung and Shanghai)

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

TAMBA MARU ... Monday, 4th Oct., at Noon.
MIHAMA MARU ... Friday, 18th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez,
Colombo, Suez, Port Said & Marseilles.

LIVERPOOL & MANCHESTER via Singapore, Colombo,
Suez and Port Said.

TOKYO MARU ... Sunday, 2nd October.
YAMATO MARU ... Friday, 2nd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

KIKO MARU ... Wednesday, 30th Oct., at 11 a.m.
YAMATO MARU ... Tuesday, 12th October.

NEW YORK via Suez ... Tuesday, 12th October.
YAMATO MARU ... Friday, 2nd October.

SOUTH AMERICAN PORTS via Cape ... Friday, 2nd October.
YAMATO MARU ... Friday, 2nd October.

BOMBAY & COLOMBO via Singapore ... Friday, 2nd October.
YAMATO MARU ... Friday, 2nd October.

YOKOHAMA & KANGOO via Singapore & Penang ... Friday, 2nd October.
YAMATO MARU ... Friday, 2nd October.

JAPAN PORTS Nagasaki, Kobe & Yokohama ... Friday, 2nd October.
YAMATO MARU ... Friday, 2nd October.

SHANGHAI, KORE & YOKOHAMA ... Friday, 2nd October.
YAMATO MARU ... Friday, 2nd October.

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SHANGHAI, KORE & YOKOHAMA ... Friday, 2nd October.
YAMATO MARU ... Friday, 2nd October.

SHIPPING

PRINCE LINE FAR EAST SERVICE.

For NEW YORK
S.S. "CELTIC PRINCE" on or about 10th October.

Steamers proceed via SUEZ CANAL or PANAMA
CANAL at Owner's option.

For freight and further particulars, apply to:
SHEWAN, TOMES & CO.

Agents.

NOTICE.

We can supply the Best Steaming Coal on Short Notice
for Ships and Local Consumers.

Satisfaction Guaranteed.
A TRIAL ORDER WILL CONVINCE YOU.

SANG-KEE & CO.
No. 78, Des Voeux Road Central.

Cable Add. "SANGKEE." Tel. No. 3420.

THE KWONG HIP LUNG CO., LTD

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Works: Office 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: Sheung Shui, Po, Kowloon, HONGKONG. Telephone No. 2.
Estimates furnished on application.

Hongkong, April 1, 1919.

STEAMING COAL.

Contracts Solicited for Bunkering Ships
at Hongkong, Shanghai, Keelung (Formosa)
and All Leading Japan Ports.

K. KIMURA & CO.
2, Connaught Road Central.

Cable Add. "Propaganda." Tel. No. 2580.

FARES FOR PUBLIC VEHICLES.

CHAIRS

I - In Victoria, with two Bearers.
Quarter hour 10 cents
Half hour 20
One hour 35
Two hours 60
Three hours 90
Four hours 120
Day (8 a.m. to 6 p.m.) \$1.00

If the trip is extended beyond Victoria,
half fare extra.

Between the hours of 6 p.m. and 6
a.m. the above fares shall be increased
50 per centum.

II - Beyond Victoria, with four Bearers.
Hour 0.60 cents
Two hours 1.00
Three hours 1.50
Four hours 2.00
Day (8 a.m. to 6 p.m.) \$4.00

III - In the Hill District.
With 3 Bearers and 2 Bicycles.
Quarter hour \$0.15
Half hour 0.30
One hour 0.40
Two hours 0.80
Three hours 1.00
Four hours 1.20
Day (8 a.m. to 6 p.m.) \$1.50

IV - In the Island of Hongkong, if engaged
in Victoria.

Ten minutes 5 cents
Quarter hour 10
Half hour 20
One hour 30
Every subsequent hour 20

Note - If the ricksha be engaged
within the City of Victoria, and be dis-
charged outside the Western part of the
City of Victoria after 9 p.m., or be dis-
charged to the East of Bay View Police
Station on the Eastern side of the City
of Victoria after 9 p.m., an extra half
fare shall be chargeable.

V - In Kowloon.
Quarter hour 5 cents
Half hour 10
One hour 20
Every subsequent hour 10

VI - Trips to and from the Island.
Twenty cents shall be added
for each extra hour or part
of an hour if the hire ceases
the journey in take longer
than 2 hours.

To the Island -
Single trip 75 cents
Return trip 1.00
Second trip to the Island 50 cents
Single trip 75 cents
Return trip 1.00
Second trip to the Island 50 cents
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NOTICES TO CONSIGNEES

THE EAST ASIATIC CO. LTD.
NOTICE TO CONSIGNEES.

From SCANDINAVIA
"AUSTRALIAN"

The M/s "AUSTRALIAN" has arrived from the above port
on the 20th September 1920. Consignees
of Goods to be delivered therefrom are
requested to call on the Godowns of the
Company at 10 a.m. on the 21st September
1920, when the Goods will be delivered.
If Goods are not delivered by the 21st Sept.
1920, they will be subject to the
Company's order, and the consignee
will be liable for the cost of storage.
All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
21st inst., at 10 a.m.
No Fire Insurance will be effected
by the Company.
Bills of Lading will be countersigned
by the Company.

Messrs. THOMSON & CO.
Agents.

Hongkong, September 20, 1920.

"REN" LINE OF STEAMERS.

From ANTWERP, MIDDELSBERG,
LONDON AND STRAITS.

HE Steamship

"BRAYON"

CONSIGNEES of Goods are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., who are to deliver
from the wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining and delivered after the
28th inst., will be subject to suit.

All claims against the Steamer must
be presented to the Underwriter on or
before the 5th October, or they will not
be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
28th inst., at 10 a.m.

No Fire Insurance has been effected
by the Company.

Bills of Lading will be countersigned
by the Company.

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, Sept. 21, 1920.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

"KOREA MARU"

From SAN FRANCISCO via HONO-
LULU, JAPAN PORTS & MANILA.

The above named Steamer having
arrived on WEDNESDAY, 2nd Sept.
1920, consignees of cargo are hereby
notified to present their Bills of Lading for
counter-signature, and take immediate
delivery from the Godown where all cargo
impending immediate discharge will be
landed at consignee's risk.

Storage will be charged on
cargo remaining undelivered after
Wednesday, 2nd September 1920.

All broken, chafed and damaged
packages will be landed into the Company's
Godown, where they will be examined on
Friday, 1st October 1920, at 11 a.m.

No claims will be recognized after
goods have left the Godown, and
none will be entertained if presented
later than three weeks after arrival
of steamer.

No Fire Insurance claims will be
admitted.

F. TSUTSUMI,
Manager.

Hongkong, September 21, 1920.

SHIPPING



PACIFIC MAIL S.S. CO.
Operating the New Pacific Mail Steamship
"PACIFIC MAIL" from HONGKONG to
SAN FRANCISCO, via SHANGHAI, KOREA, YOKOHAMA, MANILA,
Cebu, and PANAMA.
The most comfortable route to America via Europe.
Sailing from HONGKONG at NOON.
"PACIFIC MAIL" ... Wednesday, Oct. 28th.
"YOKOHAMA" ... Wednesday, Nov. 3rd.
"CUBA" ... Wednesday, Dec. 2nd.
"PACIFIC MAIL" ... Wednesday, Dec. 16th.
Hongkong-Calcutta Service.
"PACIFIC MAIL" ... Friday, Sept. 24th.
"PACIFIC MAIL" S.S. CO.
Agents: Messrs. Messageries Maritimes.
Telephone 141. Cable Address: "PACIFIC MAIL".

STRUTHERS & DIXON, INC.

Operating Far Eastern service for account of the
UNITED STATES SHIPPING BOARD.

Amalgamated with
COSMOPOLITAN SHIPPING CO., NEW YORK.

Operating Baltimore via Panama service, to the Far East.
For SAN FRANCISCO & SEATTLE.

"WEST HIND" ... 24th September.
For MANILA, SAIGON & SINGAPORE.

"WEST HIND" ... 27th September.
For Cebu, NEW YORK & BALTIMORE.

"CHITONG" ... 28th September.
Through Bills of Lading issued to all U.S. and Canadian
Ports

Neckwear that Fashion favours.

We are now showing a big assortment of Ties in the very latest patterns and plain colours. Rich fancy silks, plain Crepe-de-chine or Barthea silks and Irish Poplins for Bows or Knots. There is such a quantity of New Ties, that the selection of correct neckwear is merely a matter of satisfying your personal desire.

MACKINTOSH

& CO., LTD.
Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

SIN OF WITCHCRAFT.

SIGNAL X-PLA.

GROSSEST SUPERSTITION STILL PREVAILS.

From time to time the criminal courts remind us that, in spite of all the labours of the schools, the grossest superstition still maintains its authority over many minds. The case which Mr. Justice Atkinson has just tried at Glamorgan Assizes lacks the circumstances of horror which are often associated with its kind, but it will long be remembered as a signal example of credulity in the modern world. An old Welsh farmer and his family were suffering from some skin disease. He sent for the local wise woman, and she pronounced that they were all bewitched. In return for a huge fee—she ultimately received £122—she gave him a charm to wear. The farmer, as is not uncommon, seems to have mingled a certain shrewdness with his folly; he believed he and his family had been cursed, but he investigated the charm, and found that it was made of something like wood cinders. The magician apparently had a large practice and an ambitious imagination. Another farmer told that his whole family and establishment were bewitched, and that unless she was paid £300 the place would be burnt down. A little boy fell ill, and unless another £100 was paid he was to die. This catalogue by no means exhausts the lady's exploits, which were not excessively rewarded by a sentence of eighteen months' hard labour. The case was certainly flagrant, but we are not entitled to treat it as an example of the crude ignorance which still obtains and can only obtain, in remote rural districts. The defence boldly contended that "no false pretences were used" because the female prisoner had been called in by her victims, and that her representations of the remedial power of her charms were parallel to the claims made for patent medicines. We hold no brief for those preparations, but we submit that the patent medicine which threatens the death of your child or the burning of your house unless you buy it has not yet been put on sale. Yet we agree with the defence that this wise woman of Glamorgan is by no means unique. Her parallels are to be found even more abundantly in large cities than in the countryside. In every one of three who traffic in occult powers, who trade upon the superstitions, the miseries, and the sorrows of the credulous, and pretend to sell knowledge of the unknown, guidance from the unseen, and help from the unreal. The Welsh countryfolk were so far wiser than some of the tribe of Endor in that the greed of the magician brought them into court against her. But the worst evil of the cult is not in the plundering of its victims. More insidious and more ruinous is its corrupting influence on the mind and heart of those who yield to its delusions.—*Daily Telegraph.*

REI DEER MEAT.

WORLD'S CHIEF MEAT FOOD!
AS PALATABLE AS BEEF.

That reindeer will eventually replace beef as the world's chief meat food is the belief of Mr. Vilhjalmur Stefansson, the Arctic explorer, who was recently granted a 30 years' grazing permit for reindeer in Baffin Land, including a strip of land ten miles wide. The Hudson Bay Company is backing this huge project, says a Montreal correspondent, thereby beating United States capitalists in the first attempt in the American continent to create a new meat supply. Reindeer tongues have long been known to Europeans, and it is claimed that back reindeer flesh is as palatable as beef. In March last, Mr. Stefansson told the Canadian House of Commons that reindeer meat was being sold to wholesalers in New York at 25c. a lb., a lb. less than when the meat became general it could be sold at a quarter of that price.

GRANDI'S FLIGHT.

IN THE AIR AT 100.

ENJOYED IT AWFULLY.

A sprightly old woman opened the door of a house in Mansfield, near Nottingham, in answer to the knock of a representative of the *Weekly Dispatch*. In bright tones she inquired his mission.

"May I see your mother, please?" I mean the famous old lady of a hundred years who has been flying in an aeroplane.

"Oh, you mean me! I am Mrs. Ann Sissons," she replied.

The pressman was surprised, for she moved quite easily, and her hearing was excellent. The march of time had furrowed her cheeks and laid its deep ruts on her brow; but the eyes, blue and quick as a bird's, smiled and twinkled. Truly a wonderful old lady! Her hair is the colour of white carded silk, slightly tinged with smoke yellow.

"It was lovely in the aeroplane," she said, after she had told of her eldest son, a great-grandchild, the score of great-grandchildren, and a mere babe of 21 years or so, on me and a big pair of glass things, and then I got into a box. The fly-wheel buzzed and we were off."

"They didn't strap me in either," went on this flying enthusiast, who was born in the same year as Queen Victoria.

"You wouldn't believe how safe it was. Even if the flywheel stopped, I went upside down I couldn't have fallen out. My, and it was windy and chilly up there. I flew at three thousand feet, so they tell me."

"Right over the houses and green fields we went, buzzing and singing. I enjoyed it awfully, and they are going to take me up again soon. I am glad to say, I should like to fly it myself, only I might pull the wrong sail, and then we'd go down with a bump."

"Feel dizzy? Good gracious me no! Why, I've never even had a headache so far as I can remember. It's only a bit of rheumatism in my knee that stops me from working, that's all. The rheumatism is rather a nuisance, for it means I have to carry a stick with me when I go for walks into the town to have a look at what they are going to invent next. My hands are a bit troubled as you can see."

Her hands were gnarled and toll-worn, the skin having shrunk over the old bones. Those hands had nursed ten children, and only when eight-two spring times had gone did they cease their constant work.

Mrs. Sissons told how her husband died of a heart attack, and what was this sum when twelve months had to be fed?

"I was only when she was in her eighty-third year and she had fallen down and broken three of her ribs that she decided that it was time to rest awhile."

"I have had a very hard life, fighting all the time against poverty," she continued, "and sorrow. There is a lot of sorrow in a life of a century, and a lot of sunshine, too, but I believe in a sense of humour, for it carries you over a lot of dark places. My, but haven't I seen some sights! Time was when the old coach used to come past, and sometimes the robbers on horse-back too, firing the pistols. Then I remember the fights about the Corn Laws, and the burning ricks at night. And wasn't there trouble when they first invented the threshing machine, and it was no longer necessary to thresh the wheat with flails! Then the trains came, and the factories, and the motor-cars, and now the aeroplane. Little by little green fields were eaten up, and the town grew. And yet it seems only yesterday that I was a little girl throwing flowers to float away in the brook. What I'm looking forward to," she said opening the door for me, "is the time when I shall take my great-grandson up and tell him all about flying."

RHEUMATISM.

HAVE you ever tried Chamberlain's Pain-Balm for rheumatism? If not, you are missing time, as the longer this disease runs on the harder it is to cure. Get a bottle of this balm, and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Pharmacies.

CONTRABAND FOR AMERICA.

ATTEMPT IN THE EAST.

FAILURE TO OBTAIN WHISKY IN SHANGHAI.

Efforts which have been in progress for some months back to obtain whisky in Shanghai for American consumption have during the past two or three weeks been renewed. The scheme is understood to be that the whisky will be purchased from local dealers, shipped to Canada, and then smuggled over the border. We presume that the attempts are not confined to Shanghai but are general throughout the East, says the *N.C. Daily News*. Whisky is sold here at \$20 and upwards a case, and the profitable nature of the business will be seen from the statement that in the United States it is now selling at \$25 a bottle. At least so it is reported.

As matters stand we believe that the efforts to start this contraband trade from the Far East have not been successful, the reason being that no excess supply is available. During the war the distillers of Scotland were to a large extent tied up on making alcohol for use in explosives, and in consequence stocks of whisky undergoing the maturing process were not maintained. The day accordingly there is a shortage of properly matured spirits, and some time ago a well-known distiller expressed the opinion that for the next two or three years prohibition in America would have a beneficial effect on the trade, giving it the opportunity to return to its pre-war condition.

Owing to the present shortage of matured whisky the absence of the usual American demand is not felt, as the stocks in hand are only sufficient to meet the requirements of other customers throughout the world. At present these customers are rationed, and so when American contraband agents attempt to obtain supplies in the East, for instance, they are faced with the difficulty that there are no excess stocks available.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, report on Wednesday, August 18.

The cotton markets have been severely affected by the factors noted in our last report. Unsatisfactory developments in the European political situation, coming as they do after a prolonged period of trade inactivity and added to financial difficulties and industrial unsettlement, have proved to be a strongly bearish influence. New York appears to have been quite overshadowed by these events and values are materially lower; the fall being reflected at Liverpool. Crop news has been of a varied nature and appears to indicate some deterioration, but it has had practically no effect on values. In the yarn and cloth markets there have been many indications of an improvement in trade. Enquiry has broadened considerably and many offers are almost on a basis at which business is possible, but up to the present the actual turnover has not been large. What has been booked has been at prices which are unremunerative to producers and in fact in most cases show an actual loss but they serve to keep looms going which would otherwise have to stop. These looms are comprised principally of plain cloth of the 1-2-4 grades, there being still a dearth of business for the better makes, but fortunately makers of these latter are not generally speaking so badly in want of orders as makers of the lower classes of goods. If business should continue to develop a stronger tone must rapidly be given to our market, but it is to be feared that the weakening in the raw material will have a restraining effect on buyers, for any uncertainty of values always limits enterprise as much as difference in price. This is likely to be felt especially at the present time when there is still an absence of confidence in the stability of ruling rates. At the same time it is difficult to see how the fall in cotton can make any substantial decline unless it goes much further than it has done. As yet there is no material alteration in cloth quotations. India has been chiefly responsible for the increase in enquiry and quite a moderate amount of business has resulted. China and the smaller Far Eastern outlets remain quiet. From Egypt there is again better news of goods going into consumption.

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds, croup, and whooping cough. It has been a favourite with mothers of young children for almost fifty years. Chamberlain's Cough Remedy can always be depended upon and is pleasant to take. It not only cures colds and grip, but prevents their resulting in pneumonia. Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all Chemists and Dispensaries.

CRIMINAL SESSIONS.

THE BANK ROBBERY CASE.

The Criminal Sessions commenced yesterday, the sheriff, who emceed the proceedings, from the Hongkong and Shanghai Bank being sentenced to seven years' hard labour and the woman charged with receiving a part of the money being discharged. Addressing his Lordship on behalf of the male prisoner, who had pleaded guilty, for mitigation of sentence, Mr. Jenkin pointed out that prisoner, who was in receipt of about \$50 a month, had passing through his hands in cash anything from \$150,000 to \$300,000 a year, and that temptation which assailed everybody at times, was in that case very exceptional. The prisoner had a desire to make the woman his concubine and his infatuation for her was such that he could not resist the abnormal temptation placed in his way.

His Lordship, addressing the prisoner, said that in the absence of any evidence to the contrary he must assume that the salary paid to him was what was usually paid to men who had to perform the duties he had to perform. Fortunately for the Colony shroffs and other men in that position carried out their duties honestly throughout a long number of years until retirement. In this case prisoner had apparently taken the opportunity, which had presented itself by a change in the arrangement of the staff of the bank, to steal a large sum of money. A sum of \$17,000 was still missing and unaccounted for. In the circumstances he could not do less than sentence him to seven years' imprisonment with hard labour.

SHANGHAI COLLISION.

MISHAP TO BRITISH BOAT.

R.M.S. "MANTIS" DAMAGED.

While proceeding up river a few minutes after two o'clock on Sept. 16, the China Merchant ship "Kungping" collided with H.M.S. "Mantis" which was lying at the Senior British Officer's buoy.

The "Kungping," which was coming in from Chefoo and Newchwang, was proceeding to the Kienyeuen Wharf where she was to berth. She had just passed the Public Gardens, when apparently the strong tide swirled her round and carried her further up river in a parallel position.

In spite of all efforts on the part of her master, Captain Shepherd, she seemed to be unable to resume her proper course, and she was carried by the current to where the "Mantis" was anchored. Here the collision took place. The Chinese passengers on board the "Kungping" were calm throughout.

The "Mantis" received a hole in her bow, while the stem of the "Kungping" was injured. The damage of the latter vessel, however, is confined to the upper structure.

The "Kungping" was able to proceed up river where she will discharge her cargo and undergo repairs. The extent of the damage to the "Mantis" has not yet been learned, but about an hour after the accident she was towed to dock.

AMERICAN WEALTH.

20,000 MILLIONAIRES.

INCOME TAX ANALYSIS.

Analysis of the 1919 income tax returns has proceeded far enough to permit the announcement that there are 20,000 millionaires in the United States, with a family population of 50,000, or one to each 2100 population. In 1917 there were but 16,000, the bulk of the increase of 4000 being attributed to war fortunes. But not all of the 20,000 may actually have a million. The conclusion was reached by the number of persons acknowledging an income of at least \$50,000, the lowest probable return on a million. There are salaried executives receiving \$50,000 or more who may not have accumulated anything like a million. Nearly 16,000 of the 20,000 confessed incomes ranging from \$50,000 to \$750,000; ninety from that to a million income, where there were only 141 in 1917.

Approximately 4,000,000 heads of families filed income tax reports, but at least half of these represented families whose annual income was \$2,000 or less.

The figures are presented by the Internal Revenue office for information's sake. What they may be twisted to mean will depend upon the individual bias of the commentator. One point of view that may be overlooked is that with the 50 per cent purchasing power of the dollar the bulk of these millionaires may be only half-millionaires at this. On the same way of figuring there would appear to be 2,000,000 heads of families struggling with incomes worth \$1,000 or less.

WALLA WALLA BOATS.—The only European boats in the Colony. Phone 2916.

A MAJOR'S ADVENTURE.

DRAMATIC MID-NIGHT INCIDENTS.

SUSPICIOUS PORTER AND LADY'S STRANGE SHOW.

A story of midnight incidents at an Edinburgh hotel which was unfolded in the Divorce Court was, as Sir Ellis House, Williams, K.C., remarked when telling it, capable of making a very creditable incident in a modern stage drama.

Mr. Justice Swift had before him the petition of Mr. William Patrick Urquhart, a retired Liverpool ship store merchant, living at the Hotel St. George, Liverpool, for the dissolution of the marriage with his wife, Mrs. Gertrude Kerr Urquhart, on the ground of her misconduct with Major Pollard.

REMARKED 60 AND WIFE 24. Sir Ellis House Williams stated that the petitioner was a man of 60 at the time of the marriage in 1917, while respondent was a girl of 24. Respondent had a sister named Mrs. Bowden, who lived in a flat in London, and Mrs. Urquhart had stayed with her. Major Pollard, the respondent, was in the habit of calling on Mr. and Mrs. Bowden, and apparently made Mrs. Urquhart's acquaintance in that way.

Ultimately, said counsel, after various adventures in various hotels, Major Pollard, Mr. and Mrs. Bowden, and Mrs. Urquhart all went together to the North British Hotel, Edinburgh, where four rooms had been engaged in advance. On the night of June 25, 1919, the hotel porter was going his rounds at midnight when he saw the door of Mrs. Urquhart's room open. Mrs. Urquhart peeped out, and seeing the porter hastily withdrew. She returned, however, and placed outside the door a pair of shoes.

The porter was a man of discernment, and seeing that the shoes were soiled shoes which did not require cleaning, returned to a point of observation. The next thing he saw was the door of Major Pollard's room open. Major Pollard adopted similar precautions to the lady. He looked round and then walked in his pyjamas to Mrs. Urquhart's room.

"WHAT'S WRONG?"

Proceeding, Sir Ellis said that the porter then went to Major Pollard's room, looked the door, and took away the key, so that the Major could not get back into his room without ringing for the servants. Some private detectives who had been employed by the husband then joined the porter and after a convulse in the passage they listened outside the door of Mrs. Urquhart's room. They heard her speaking to Major Pollard. The porter and detectives then thought it was time to interrupt the couple, so they went and knocked at the door.

The immediate effect of their knocking was that Major Pollard dashed out of bed into the bathroom. The detectives continued to knock at the door, and the lady called out "What's wrong?" She ultimately opened the door, but Major Pollard was not there. The porter dashed to the bathroom and there, in his own expressive language, he "got him."

Major Pollard, when the porter asked him what he was doing, loudly asserted that he was just taking a bath. He was clad in his pyjamas and the time was 1:30 a.m. The porter told him that people caught in such circumstances in the hotel had to go at once. The man was told that he need not create a disturbance as they would go, and they left.

Petitioner, giving evidence, said he told respondent before the wedding that he did not intend to make any settlement on her. Within an hour or two of the time fixed for the wedding a gentleman called on him and petitioner thought he was a minister, but he turned out to be a Scottish lawyer. This gentleman presented petitioner with a deed of settlement ready drawn up for him to sign. Petitioner declined to sign.

Respondent, however, cried, and said she would not be married if he did not sign, and there was great trouble. Eventually petitioner signed under protest. There had since been litigation in the Chancery Court about the settlement, which stood for the present.

On the night that they went to Edinburgh respondent refused to sleep with him and occupied a separate room. On Dec. 29 she went to Glasgow and returned after about 10 days. On the day she returned she was obliged to occupy the room petitioner had in the hotel, but they slept in separate beds, and on the following day she got a room of her own. Two days later they separated. Subsequently information came to petitioner, which caused him to file his petition.

The porter at the hotel and other witnesses gave evidence bearing out counsel's statement.

His Lordship said, he was satisfied that there had been misconduct between respondent and co-respondent at the Edinburgh hotel, and that the wife had committed adultery with Major Pollard. He would be doing right in making the usual order as to the wife's costs. He granted a decree nisi, and being satisfied that respondent had been guilty of adultery, he ordered her to pay the costs of the proceedings.

DAIRY FARM NEWS.

SAUSAGES

PORK SAUSAGES

BEEF

LIVER

B. L. GNA

BRAWN

Made daily

TO-DAY'S SPECIALITY

OXFORD SAUSAGE.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

SHIP'S CARGO DAMAGED.

CAPTAIN DISCHARGED.

"WEST HEPBURN'S" SECOND MISFORTUNE.

Discovery of a shipment of 2,000 sacks of sugar damaged to the extent of over \$100,000 on the steamer "West Hepburn" at San Francisco on August 20 resulted in the discharge of Captain I. Weith, master of the vessel, and most of the crew for reasons best known to the company, according to officials of the Robert Steamship Company, operators of the craft for the United States Shipping Board.

The "West Hepburn" arrived on August 10 from Manila via Iloilo and Oriental ports with a sugar shipment of 75,000 sacks and other merchandise. When stevedores started to discharge the shipment in No. 5 hatch, it was discovered that the shipment in that hold was filled with water.

An investigation revealed, according to those in charge, that the damage was caused by loading a shipment of hardwood logs on top of the sugar. When the vessel rolled in heavy weather the logs shifted, and in rolling around broke a bilge pipe, permitting the water to flood the cargo.

A full investigation of the accident is now under way by officials of the Robert Dollar Company, the United States Shipping Board and consignees. This is the second time that the "West Hepburn" has suffered heavy damage to cargo shipments, within a period of five months. Last March the "West Hepburn" arrived in port with five feet of vegetable oil flooding her No. 3 hatch.

An investigation at that time showed that the oil, loaded in faulty containers, had leaked and also that Japanese stevedores had loaded the vessel at Kobe, using iron hooks on the oil cans, puncturing them.

A complaint at that time was lodged by the company and Shipping Board against Lloyds' British surveyor for permitting the vessel to clear with oil loaded in faulty containers. The damage at that time resulted in a loss in excess of \$100,000, reports added.

Officials of the Robert Dollar Company in San Francisco denied reports that the damage was caused by sabotage among members of the crew, although it was stated that friction had arisen during the voyage. A full investigation is being conducted by the Robert Dollar Company and officials of the Shipping Board to place responsibility for the accident and loading of the logs on top of the sugar.

The "West Hepburn" is a vessel of 3,459 tons and was built under war-time contracts for the account of the Government. Captain Weeden has been appointed to command the vessel, relieving Captain Weith. An entire new crew, according to reports, also will be placed on the vessel.

LIZARD-BIRD FOUND.

EXTINCT FOR 1,000,000 YEARS.

ZOOLOGIST'S REMARKABLE DISCOVERY.

Professor Boole, of the New York Zoological Society, who has been engaged for some time in making researches into the bird and lizard life of British Guiana, reports that he has discovered a bird supposed to be extinct for a million years, states a *Democrat* correspondent.

The bird resembles a small lizard and lives in the bark along the forest shore.

Dr. Chalmers Mitchell told a *Daily Mail* reporter that news of the discovery had not been communicated to the scientific world. Professor Boole, he said, was a well-known English naturalist and the account of the new bird will be awaited with interest. No bird so far known to scientists could be said to have been extinct for a million years.

BRITAIN'S RECOVERY.

AMERICAN TRIBUTE.

PROSPERITY OF THE WORLD.

The American Ambassador (Mr. J. W. Davis) on leaving England for two months' holiday at home, was entertained at luncheon by the American Luncheon Club in London. Mr. J. B. Macleod presided.

The Lord Chancellor, proposing the toast of "The American Ambassador," said that Mr. Davis was going back to America as one who had watched with anxiety and deep insight the affairs of Europe in the time of crisis. He realized, as his countrymen, to whatever school of politics they belonged, were realizing more and more, that in the days that lay in front, the United States of America had the power to render to civilization services not less than those rendered in the dark days of the war. (Cheers.)

The difficulties to be faced now were different from those during the war, but it was impossible to be blind to the gravity of European conditions to-day. He profoundly believed the American nation as a whole completely realized the extent of the peril to-day and of the close association with that peril of the very maintenance of the fabric of European civilization. He believed they realized that they and they alone in association with ourselves, had the strength and the force to enable the world to cope as victoriously with the social, economic and revolutionary difficulties of the present as with the menace of Germany during the war. (Cheers.)

The American Ambassador said that he was returning to the United States after an absence of two years to receive information of what had occurred there during that period and to carry back with him such information as he might be able to obtain on this side of the water. The functions of a diplomat, as he conceived them, were to act as an interpreter between nations rather than of nations—(cheers)—and he must endeavor to carry in his mind the conditions both of the country from which he came and those of the country to which he was accredited. When he came here 18 months ago he found a country that had made for four years unparalleled exertions in the mightiest war the world had ever known. It was filled with houses hardly one of which had escaped the visit of the Great Destroyer. Commerce was dislocated in large part and in part abandoned, because of the major demands of the country's safety and security. He had seen the people lay aside the armour which had clothed them on the field of battle and turn without hesitation to the heavy task of peace. They had made a commercial and financial recovery unexampled by any similar people in a similar emergency in all the pages of history. He would hail his fellow-countrymen, too, how this people so burdened by loss had not shrunk for a moment from bearing their share in the great work of reconstruction that lay outside their boundaries, and they had had from the day of the Armistice laboured unceasingly to build up again the prosperity of the world. (Cheers.)

The Chairman on behalf of the American Luncheon Club, presented the American Ambassador with early editions of books by Millard and Ben Jonson and a volume on Christian Prayers published in 1900.

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DON'T THROW MONEY AWAY

on large, thick, and hard leather catfish, or on any other similar fish. Fishes, like all other animals, have a certain amount of life in them, and this life is what makes them so valuable. If you throw away a fish, you are throwing away a lot of money. Don't throw away money. Buy a fish. It will be worth the price you pay for it. Don't throw away money. Buy a fish. It will be worth the price you pay for it.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 5.)

JAPAN PORTS.

Sept. 21.	J.O.J.L.	Timaneok.
22.	J.O.S.S.	Yatsushiro.
23.	N.Y.K.	Kioto Maru.
24.	P.O.	Alipore.
25.	P.O.	Torilla.
26.	N.Y.K.	Yokohama.
27.	P.O.	Yokohama.
28.	P.O.	Yokohama.
29.	P.O.	Yokohama.
30.	N.Y.K.	(D. & Co.) Hokuto M.
31.	N.Y.K.	(D. & Co.) Rorono M.

AMERICAN PORTS.

VANCOUVER.

Sept. 21.	P.O.S.	Empress of Asia.
22.	P.O.S.	Empress of Asia.
23.	P.O.S.	Empress of Asia.
24.	P.O.S.	Empress of Asia.
25.	P.O.S.	Empress of Asia.
26.	P.O.S.	Empress of Asia.
27.	P.O.S.	Empress of Asia.
28.	P.O.S.	Empress of Asia.
29.	P.O.S.	Empress of Asia.
30.	P.O.S.	Empress of Asia.
31.	P.O.S.	Empress of Asia.

VICTORIA.

Sept. 21.	P.O.S.	Empress of Asia.
22.	P.O.S.	Empress of Asia.
23.	P.O.S.	Empress of Asia.
24.	P.O.S.	Empress of Asia.
25.	P.O.S.	Empress of Asia.
26.	P.O.S.	Empress of Asia.
27.	P.O.S.	Empress of Asia.
28.	P.O.S.	Empress of Asia.
29.	P.O.S.	Empress of Asia.
30.	P.O.S.	Empress of Asia.
31.	P.O.S.	Empress of Asia.

SEATTLE.

Sept. 21.	P.O.S.	Empress of Asia.
22.	P.O.S.	Empress of Asia.
23.	P.O.S.	Empress of Asia.
24.	P.O.S.	Empress of Asia.
25.	P.O.S.	Empress of Asia.
26.	P.O.S.	Empress of Asia.
27.	P.O.S.	Empress of Asia.
28.	P.O.S.	Empress of Asia.
29.	P.O.S.	Empress of Asia.
30.	P.O.S.	Empress of Asia.
31.	P.O.S.	Empress of Asia.

TACOMA.

Sept. 21.	P.O.S.	Empress of Asia.
22.	P.O.S.	Empress of Asia.
23.	P.O.S.	Empress of Asia.
24.	P.O.S.	Empress of Asia.
25.	P.O.S.	Empress of Asia.
26.	P.O.S.	Empress of Asia.
27.	P.O.S.	Empress of Asia.
28.	P.O.S.	Empress of Asia.
29.	P.O.S.	Empress of Asia.
30.	P.O.S.	Empress of Asia.
31.	P.O.S.	Empress of Asia.

SAN FRANCISCO.

Sept. 21.	P.O.S.	Empress of Asia.
22.	P.O.S.	Empress of Asia.
23.	P.O.S.	Empress of Asia.
24.	P.O.S.	Empress of Asia.
25.	P.O.S.	Empress of Asia.
26.	P.O.S.	Empress of Asia.
27.	P.O.S.	Empress of Asia.
28.	P.O.S.	Empress of Asia.
29.	P.O.S.	Empress of Asia.
30.	P.O.S.	Empress of Asia.
31.	P.O.S.	Empress of Asia.

LOS ANGELES.

Sept. 21.	P.O.S.	Empress of Asia.
22.	P.O.S.	Empress of Asia.
23.	P.O.S.	Empress of Asia.
24.	P.O.S.	Empress of Asia.
25.	P.O.S.	Empress of Asia.
26.	P.O.S.	Empress of Asia.
27.	P.O.S.	Empress of Asia.
28.	P.O.S.	Empress of Asia.
29.	P.O.S.	Empress of Asia.
30.	P.O.S.	Empress of Asia.
31.	P.O.S.	Empress of Asia.

VALPARAISO.

Sept. 21.	P.O.S.	Empress of Asia.
22.	P.O.S.	Empress of Asia.
23.	P.O.S.	Empress of Asia.
24.	P.O.S.	Empress of Asia.
25.	P.O.S.	Empress of Asia.
26.	P.O.S.	Empress of Asia.
27.	P.O.S.	Empress of Asia.
28.	P.O.S.	Empress of Asia.
29.	P.O.S.	Empress of Asia.
30.	P.O.S.	Empress of Asia.
31.	P.O.S.	Empress of Asia.

CUBA.

Sept. 21.	P.O.S.	Empress of Asia.
22.	P.O.S.	Empress of Asia.
23.	P.O.S.	Empress of Asia.
24.	P.O.S.	Empress of Asia.
25.	P.O.S.	Empress of Asia.
26.	P.O.S.	Empress of Asia.
27.	P.O.S.	Empress of Asia.
28.	P.O.S.	Empress of Asia.
29.	P.O.S.	Empress of Asia.
30.	P.O.S.	Empress of Asia.
31.	P.O.S.	Empress of Asia.

NEW YORK.

Oct. 10.	A.T.	Celtic Prince.
11.	A.T.	Celtic Prince.
12.	A.T.	Celtic Prince.
13.	A.T.	Celtic Prince.
14.	A.T.	Celtic Prince.
15.	A.T.	Celtic Prince.
16.	A.T.	Celtic Prince.
17.	A.T.	Celtic Prince.
18.	A.T.	Celtic Prince.
19.	A.T.	Celtic Prince.
20.	A.T.	Celtic Prince.

BOSTON.

Oct. 10.	A.T.	Celtic Prince.
11.	A.T.	Celtic Prince.
12.	A.T.	Celtic Prince.
13.	A.T.	Celtic Prince.
14.	A.T.	Celtic Prince.
15.	A.T.	Celtic Prince.
16.	A.T.	Celtic Prince.
17.	A.T.	Celtic Prince.
18.	A.T.	Celtic Prince.
19.	A.T.	Celtic Prince.
20.	A.T.	Celtic Prince.

DURBAN AND CAPE TOWN.

Oct. 10.	A.T.	Celtic Prince.
11.	A.T.	Celtic Prince.
12.	A.T.	Celtic Prince.
13.	A.T.	Celtic Prince.
14.	A.T.	Celtic Prince.
15.	A.T.	Celtic Prince.
16.	A.T.	Celtic Prince.
17.	A.T.	Celtic Prince.
18.	A.T.	Celtic Prince.
19.	A.T.	Celtic Prince.
20.	A.T.	Celtic Prince.

EUROPEAN PORTS.

Oct. 10.	A.T.	Celtic Prince.
11.	A.T.	Celtic Prince.
12.	A.T.	Celtic Prince.
13.	A.T.	Celtic Prince.
14.	A.T.	Celtic Prince.
15.	A.T.	Celtic Prince.
16.	A.T.	Celtic Prince.
17.	A.T.	Celtic Prince.
18.	A.T.	Celtic Prince.
19.	A.T.	Celtic Prince.
20.	A.T.	Celtic Prince.

BRINDISI, VENICE, & TRIESTE.

Oct. 10.	A.T.	Celtic Prince.
11.	A.T.	Celtic Prince.
12.	A.T.	Celtic Prince.
13.	A.T.	Celtic Prince.
14.	A.T.	Celtic Prince.
15.	A.T.	Celtic Prince.
16.	A.T.	Celtic Prince.
17.	A.T.	Celtic Prince.
18.	A.T.	Celtic Prince.
19.	A.T.	Celtic Prince.
20.	A.T.	Celtic Prince.

GENOA.

Oct. 10.	A.T.	Celtic Prince.
11.	A.T.	Celtic Prince.
12.	A.T.	Celtic Prince.
13.	A.T.	Celtic Prince.
14.	A.T.	Celtic Prince.
15.	A.T.	Celtic Prince.
16.	A.T.	Celtic Prince.
17.	A.T.	Celtic Prince.
18.	A.T.	Celtic Prince.
19.	A.T.	Celtic Prince.
20.	A.T.	Celtic Prince.

MARSEILLES.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

LONDON.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

HAVRE.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

LIVERPOOL.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

AMSTERDAM.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

ROTTERDAM.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

HAMBURG.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

BEETLE HOLDS UP A CAR.

A MOTOR MYSTERY.

ALIVE AFTER MONTH IN OIL-PIPE.

Motors and naturalists will be interested in the solution of a motor-car mystery which for at least a month puzzled many clever brains. The oil-gauge of the car, which should register a pressure of 15lb., refused to register more than 8lb., and sometimes 5lb. The car was examined and tested at a garage, but the mystery was not solved. A fitter then took a hand at the job. He blew at the 4in. pipe running from the oil-pump to the register, and out shot what appeared to be a blob of oil. To the fitter's surprise the blob had legs, and on close examination he discovered that it was a beetle. It was alive, though in a very comatose condition—well oiled, in fact. The tiny creature of all the trouble must have been happily blocking the pipe for at least three weeks. The beetle got livelier hour by hour. It was taken out at noon and was very active at 6 o'clock. The car, like the beetle, was running about again and in perfect condition. Motors know what a car lives on—petrol. But what did the beetle live on? Oil?

BANKS.

ASIA BANKING CORPORATION.

Capital - \$4,000,000. Surplus - \$1,100,000.

Head Office: NEW YORK, U.S.A.

BRANCHES: SHANGHAI, HANKOW, MANILA, PEKING, TIENTSIN, HONGKONG, CHANGSHA.

All Descriptions of banking business transacted. Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs. American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, sold by us, payable throughout the world. N. E. MULLEN, Acting Manager.

THE COEBEN BLUNDER.

ADMIRALTY'S RESPONSIBILITY.

WHAT ARE YOU GOING TO DO?

Truth remarks that Lord Jellicoe's statement that the Admiralty acted "in a sense" as Commander-in-Chief of all the forces working in the vicinity of the British Isles tends to support the view put forward in the paper that the Admiralty did the same elsewhere, and that the escape of the "Goeben" in the Mediterranean in August, 1914, with all its disastrous results, was attributable to the orders and counter-orders issued by the Admiralty. Meanwhile, Sir Julian Corbett's reference to the "serious defect in the disposition" of the nominal Commander-in-Chief, Sir Berkeley Milne, has been issued to the public in an "official history," which has been read and passed by the Admiralty. The newspaper goes on to say that the First Lord and his colleagues have endeavored to shelter themselves behind a non-committal clause, which readers may or may not notice, whereas all will see the title in gold letters on the cover. As a man of honour in public affairs, and custodian of the reputations of sea-officers holding high commands, Mr. Walter Long will perhaps now reply to the question: "What are you going to do about it?"

HONGKONG STOCK EXCHANGE.

HONGKONG, 22nd SEPTEMBER, 1920.

OFFICIAL QUOTATIONS.

Bank of China	116 1/2
Bank of Communications	116 1/2
Bank of India	116 1/2
Bank of Japan	116 1/2
Bank of Korea	116 1/2
Bank of Persia	116 1/2
Bank of Siam	116 1/2
Bank of the East	116 1/2
Bank of the Orient	116 1/2
Bank of the South	116 1/2
Bank of the West	116 1/2

AMSTERDAM.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

ROTTERDAM.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

HAMBURG.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

AMSTERDAM.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

ROTTERDAM.

Sept. 24.	P.O.	Khiva.
25.	P.O.	Khiva.
26.	P.O.	Khiva.
27.	P.O.	Khiva.
28.	P.O.	Khiva.
29.	P.O.	Khiva.
30.	P.O.	Khiva.
31.	P.O.	Khiva.
Oct. 1.	P.O.	Khiva.
2.	P.O.	Khiva.
3.	P.O.	Khiva.

HAMBURG.

ENTERTAINMENTS

Tm. No. 1743. **CORONET** Tm. No. 1743.

 TO-NIGHT, at 5.15 & 9.15 p.m.

BLANCHE SWEET
 — IN —
 Bret Harte's famous story,
"FIGHTING CRESSY."

 ADAPTED WITH SCENES BY **WILLIAM**

AROUND THE TOWN. CHRISTY COMEDY.
THE STRING BAND OF THE EMPRESS OF ASIA
WILL PLAY AT 9.15 P.M.

TEL. 3511 **HONGKONG THEATRE.** TEL. 3511.
TO-NIGHT! TO-NIGHT!

WILLIAM S. HART
IN
"TRUTHFUL TULLIVER"
NOTICE TO SHIPPERS AND
FROM LIVERPOOL.

PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Sept. 20.	B. F.	Ajax.
Oct. 1.	B. F.	Stentor.
14.	P. & O.	Demora.
18.	B. F.	Trevelin.
30.	B. F.	Kesoon.
Nov. 1.	B. F.	Tolson.
8.	B. F.	Helmut.
8.	B. F.	Antiochus.
15.	B. F.	Elipson.
23.	B. F.	Atrous.
Dec. 6.	B. F.	Pyrrhus.
6.	B. F.	Ovender.
15.	B. F.	Momon.
19.	B. F.	Demodocus.

FROM JAPAN.

Sept. 23.	P. & O.	Khiva.
23.	B. I. A.	Tanda.
Oct. 2.	E. & A.	St. Albans.
2.	B. F.	Pyrrhus.
7.	P. & O.	Nandi.
7.	B. I. A.	Gregory Apar.
8.	B. F.	Titan.
8.	B. I. A.	Torilla.
18.	B. F.	Pelen.
21.	P. & O.	Kashgar.
22.	B. F.	Alpova.
23.	E. & A.	Eastern.
30.	B. F.	Jason.
31.	B. F.	Agapenor.
Nov. 2.	B. F.	Idomenus.
11.	P. & O.	Kovars.
23.	P. & O.	Volker.
23.	B. F.	Talchirus.
Dec. 8.	B. F.	Agapenor.

FROM MANILA.

Oct. 10.	B. F.	Tenoco.
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Sept. 23.	B. F.	Taurina.
Oct. 5.	B. F.	Kesoon.
5.	B. F.	Edema.
14.	N. Y. K.	Kamakura Maru.
10.	B. F.	Tenoco.
17.	B. F.	Nolon.
18.	B. F.	Laertes.
21.	B. F.	Elipson.
23.	B. F.	Kerna.
Nov. 17.	B. F.	Pyrrhus.
21.	B. F.	Demodocus.

The C.P.O.S. s.s. "Matava" arrived at Moji on September 30 (a.m.), left there September 31 (p.m.) and is due at Shanghai on September 23 (a.m.).

Beginning December, the Toyo Kisen Kaisha will operate a monthly service to South America, via their usual route of call. Names of steamers to be added to this South American fleet and rates of sailings and arrivals are not at present obtainable, but as soon as they come to hand they will be advertised.

During the past year the Toyo Kisen Kaisha's s.s. "Siberia Maru" has been on the direct service from Japan ports to San Francisco, but it has now been decided to reinstate this service in the regular service from Hongkong via Shanghai and Japan ports to Honolulu and San Francisco. The "Siberia Maru" is due in Hongkong on October 2nd, and will call before October 18th in the regular service.

PARLOURS SIBERIA.

INDEFINITE POLICY.

CRUEL AND NEEDLESS WAR.

From various messages during the past month it appears that the con-

FROM BOMBAY.
Oct. 1.—P. & O. Alipore
2.—P. & O. Dumra

FROM CALCUTTA.
Sept. 27.—N. Y. K. Kirin, Maru.

FROM JAVA.
Sept. 22.—J.C.J.L. Haiyang.

FROM MELBOURNE AND SYDNEY.
Sept. 25.—A. O. Changsha.

dition of Siberia is becoming parlous. Foodstuffs and supplies of all kinds have become terribly scarce and the Japanese army which has just evacuated China has left it as bare as a field that the locusts have eaten. It was not the army's fault. It had to live. But it was the fault of the insane policy which has made this wholly cruel and needless war in Siberia. Nothing has been gained by this war except that it has contributed to the ruin of Russia by spreading disease and devastation and rending the country between its warring factions, if that be gain. In spite of everything done to try and keep them apart the Russians continually show signs of a willingness to work together and it

Oct. 12.—E. & A. Eastern.
—
FROM SAN FRANCISCO.

Oct. 3.—T. K. K. Siberia Maru.

FROM SEATTLE

Sept. 27.—B. F. Tyndrus.
Nov. 4.—B. F. Lion.
23.—B. F. Tethydrus.
Dec. 13.—B. F. Tyndrus.
Jan. 6.—B. F. Lion.
24.—B. F. Lion.
Feb. 14.—B. F. Tethydrus.

FROM LOS ANGELES

Oct. 10.—J. A. P. Vio.

their own salvation, says the *Japan Chronicle*.

SINKS AT HER MOORINGS.

DOUBLE MISFORTUNE

CARGO OF PHOSPHATES A TOTAL LOSS.

A telegram received to Kobe by Messrs. Struthers & Dixon stated

FROM LONDON.

Sept. 29.—N.Y. K.	Ritani Maru.
30.—G.L. L.	Glenlea.
Oct. 1.—S.A. I.	Norona.
2.—S.A.O.	Keller.

"WALLA WALLA" BOATS are at State Pier for your service. Phone 3618.

Priest and Publisher for The Concerns of George William Case Sumner, Esq., No. 1, Wyndham Street, Hongkong